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BIRTHS

CHADWICK.—On October 30th, at Sha-
mshin, Canton, to Mr. and Mrs. G.
A. CHADWICK, a son.

WILKING.—On October 26th, at Shanghai,
the wife of H. S. J. WILKING, of a
daughter.

CLARK.—On October 24th, at Shanghai, to
Mr. and Mrs. A. C. CLARK, a son.

MARRIAGE

SMITH-ALLEN.—On September 26th, at
Hendon-on-Tyne, CONSTANCE VIOLA
SMITH, daughter of Capt. Wm. Smith,
of Shanghai, to FREDERICK JOHN
ALLEN, of Yokohama.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG NOVEMBER 3 D 1913

JAPAN'S recent threat of drastic measures against China on account of the murder at Nanking of three of her nationals by CHANG HSUN'S troops inevitably recalled the "Concession Era," which, it will be remembered, was opened by Germany's occupation of Kiaochow in November, 1897, in consequence of the murder of two German missionaries in Shantung. Whether or not Japan really intended to occupy some position in China it is impossible to say; our Treaty of Alliance, it is true, commits Japan to the doctrine of the integrity of China, and we have also bound China to the non-alienation of the Yangtze Valley, but Treaties have a way of proving fragile bonds, and the indications were that if Japan was intending to make territorial demands, their locale would be in the Yangtze Valley. The days of the "Concession Era" are further recalled by the announcement that the famous Quinsupple Group has come to an end, at all events for railway and industrial purposes, and that free competition in loans is once more the order of the day. Some degree of relaxation of the Consortium bonds was already indicated by the hint of British official support for the PAVINGS' railway concession last July, and with the restrictions now definitely removed the question has naturally arisen whether the capital of all nations is to be admitted everywhere, or whether each nation is to preserve its own sphere of influence; and if the latter is to be the result, the further question will arise as to where Great Britain is to find her "sphere." The Yangtze Valley, which was the district that Russia agreed, in 1898, to recognize as the British sphere

in return for our admission of Russia's sole interest in railways in Manchuria, would be difficult to claim now; the Huiwang Railway Agreement, concluded in May, 1911, by the Four Powers Group, provides for a German engineer for the Hupoh section of the Hankow-Szechuan Railway, and for an American engineer for the Szechuan section. But, though the British sphere is thus open to Germany, Germany has never shown any sign of admitting British interests in Shantung; and, as was seen five years ago when the construction of the Fakuimen line was vetoed, Japan has as little intention of encouraging her ally to commercial ventures in Manchuria. In one case only has the doctrine of exclusive spheres of influence been abandoned by another Power in favour of a reciprocal arrangement with Great Britain—in 1898, France, concluded a Convention whereby any concessions gained by either herself or Great Britain in Yunnan or Szechuan shall, as far as rests with France and Great Britain, "be extended and rendered common to both Powers and to their nationals and dependents, and they engage to use their good offices with the Chinese Government for this purpose." The "sphere of influence" theory was, in truth, never to Great Britain's advantage, and from the beginning she occupied an invidious position in this respect, for the Peking-Hankow Railway, under the auspices of the Russo-Chinese Bank, was an early encroachment on the Yangtze Valley. Nor was it a doctrine that she ever wholeheartedly supported: her original and normal policy was defined by Lord Aberdeen in his instructions to Sir Henry Portinger (November 4th, 1841) in these terms: "You will constantly bear in mind that we seek no exclusive advantages, and demand nothing that we shall not willingly see enjoyed by the subjects of other States." Any system of spheres of influence is incompatible with this principle, and it was only after protests against the infringement of the "most-favoured-nation" clause had proved fruitless that Lord Salisbury suggested to the Chinese Minister that Germany's exclusive position in Shantung should be regularized by China making "a rule that, other things being equal, railways in the Yangtze-Kiang region should be conceded to English companies, and in the province of Shantung should be conceded to German companies."

The present moment, then, would seem to be a convenient opportunity for a renewed effort to combat the whole doctrine of "spheres of influence," which has gained nothing for Great Britain in the Yangtze Valley and has imposed severe handicaps on her elsewhere. The PAVINGS' concession, which is reported to have the support of the British Legation, for a line from Chungking to Canton, is evidence that British finance can hold its own in competition in China and still not be imprudent, and as it is to be expected that there will be several such trunk lines to be constructed in China in the near future, the question of how Britain is to face the "spheres of influence" becomes one of the first importance. The position with regard to railways is, in any case, vastly different now from what it was in 1898. Anything like, e.g., the concession for the Peking-Hankow Railway, with its provision for seizure by the foreign Powers interested in the event of China's breach of the conditions of the Agreement, would be impossible now, when all railways in China are to be State owned, and the utmost that concessionaires can look for is the contract for the construction of the line, with security, in the shape of auditors, for the proper expenditure of money lent and for the proper payment of interest and provision of a sinking fund. The difference between construction of railways for the Chinese Government and for foreign bondholders is in itself sufficiently wide to reduce greatly the value of any "spheres of influence," and in the new circumstances no one would lose much if the theory were abandoned altogether, in so far as it affects loans for railway construction.

Mr. T. Piry, the Postmaster-General of China has received a first degree Merit Medal from the Ministry of Communications.

It is estimated that the losses of the Peking-Hankow Line, due to the inundation and the military operations during the recent rebellion, amount to \$1,400,000. Twenty-two articles of jewellery, worth \$1,800, were stolen from No. 23, Elgin Street, occupied by Chinese, during the week-end. It is believed that the thief entered the house through a back kitchen window.

The Chinese Minister of Finance, the Peking Gazette says, is now very perplexed regarding the payment of indemnities to foreign nations. The amount of indemnity is Tls. 17,600,000 and should be paid this year.

Mr. Geo. Lamont announces an auction of a private collection of old china on the 8th inst.

It is announced that Messrs. MacEwen Frickel & Co. have acquired the wine and spirit business hitherto carried on by the French Store.

In the United States Court for China at Shanghai, David Benjamin has been suing the China National Press, Incorporated, for Tls. 7,600 for a libel published in the *China Press*. A verdict for the plaintiff was given and damages assessed at Tls. 1,600 with costs.

Mr. D. A. Caldwell, who has been visiting Hongkong from the Malay States, where he was engaged in rubber planting for several years, is shortly leaving for Singapore, where he has been appointed manager for the Teak Tick Co., estate contractors, of Hongkong and Singapore.

Dr. and Mrs. Francis Clark leave for Saigon to-morrow by the French mail steamer *Atlantique*. Dr. Clark is attending the International Congress of the Far Eastern Association of Tropical Medicine as official delegate of the Government of Hongkong. Dr. and Mrs. Clark expect to be away for a fortnight.

The Court Cards and their Joker, who have been recently delighting Singapore audiences open a season at the Theatre Royal on Monday next. This talented combination created such an excellent impression on the occasion of their last visit that we need only direct attention to the advertisement in which their return visit is announced.

The *Government Gazette* announces that, under a regulation made by the Governor-in-Council, the fee payable in respect of the licence for the public performance of stage plays in the Sailors' and Soldiers' Home shall be \$1 per annum, and not \$120 as provided by the table of fees published in the *Gazette* on the 20th August, 1909.

At the Magistrate's Court on Saturday, before Mr. F. A. Hazeland, M. Liebert, the French Consul, summoned four chair coolies employed by him for failing to obey his lawful orders. Complainant said that on Thursday he and his two daughters went to Blake Pier in their chairs, and the coolies were instructed to return there by 11 o'clock. They did not turn up, however, nor were they there at 12.30. The defendants, who declared that the No. 1 coolie told them to be there at one o'clock, were fined \$5 each, or a fortnight in gaol in default.

"TWELFTH NIGHT" AT THEATRE ROYAL

THE FINAL PERFORMANCE.

The Hongkong Mimmers gave their concluding performance of "Twelfth Night" at the Theatre Royal on Saturday evening, and with confidence born of experience, they one and all acquitted themselves admirably, and the play went through from start to finish apparently without a hitch. This is the more commendable, as certain of the *cast* had developed throat affections, and the indulgence of the audience was asked on their behalf. However, in spite of these disabilities the play proceeded right merrily, and the house, if not exactly a crowded one, was not slow to appreciate the histrionic ability that was undoubtedly displayed, for the plaudits were unstinted. The "Hongkong Mimmers" have every reason to be gratified at the success that has attended their efforts on behalf of the institutions in the interests of which these performers have been given. At the conclusion of the play many beautiful floral tributes were handed to the ladies in the *cast*, and the curtain was rung down amid rounds of applause.

YACHTING

ROYAL HONGKONG Y.C. OPENING CRUISE.

The Committee and members of the Royal Hongkong Yacht Club held an "At Home" at the Clubhouse at North Point on Saturday, the occasion being the opening cruise of the season, and many residents took advantage of the brilliant weather to witness the event. An informal regatta was held during the progress of the sailing races, but owing to a regrettable lack of entries three of these events had to be scratched. Lady Rees Davies, who was accompanied by the Chief Justice (Sir Wm. Rees Davies), presented the prizes at the close of the racing. Later, many members of the Club met at a dinner at which Mr. F. Smyth, the Commodore, presided.

Sports and Pastimes of the British.—The *Sheffield Telegraph* refers to the removal of the appendix as "the operation which Sir Frederick Treves has popularised." We like that word "popularised," says the *Globe*.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

INTERNATIONAL NAVAL HOLIDAY.

AMERICA AND MR. CHURCHILL'S SUGGESTION.

WASHINGTON, November 2nd.
In the House of Representatives Mr. Hensley (Missouri) introduced a resolution approving of Mr. Churchill's Naval holiday proposal.

Speaker Clark said he wanted to see the resolution passed. He added that Germany had been used as a bogey to frighten Americans in past Naval debates.

ULSTER AND HOME RULE.

NATIONALISTS WOULD REFUSE HOME RULE WITHOUT ULSTER.

LONDON, November 2nd.
Mr. Devlin, the Nationalist M.P. speaking at Kighley, said—"Ireland undivided is the minimum of our demand. We would refuse Home Rule to-morrow if Ulster, or any portion of Ulster, were cut off from the rest of Ireland."

88,000 ULSTER VOLUNTEERS.

LONDON, November 2nd.
Capt. H. J. Craig, M.P. (C. East Down), officially announces that the Ulster Volunteers number 88,000.

PARLIAMENTARY BY-ELECTIONS.

TRIANGULAR CONTEST AT LANARK.

LONDON, November 1st.
The Scottish Miners' Federation has decided to nominate Mr. Thomas Gibb as their candidate in the South Lanark by-election. The contest will thus be a three-cornered one.

MR. ALEX. URE'S SUCCESSOR.
Mr. Robert Munro, K.C., M.P., has been appointed Lord Advocate in succession to Mr. Alex. Ure. This will necessitate a by-election for Wick Burghs.

RESTORATION OF BUCKINGHAM PALACE.

500 WORKMEN GUESTS OF THE KING.

LONDON, November 2nd.
After the completion of the work of re-facing Buckingham Palace 500 workmen were the guests of the King at dinner at Holborn Restaurant on Friday evening, many of the men being in working clothes. A message from His Majesty was read congratulating them on their achievement in handicraft and rapidity of execution. Each received a gift of tobacco and a clay pipe.

THE TURKISH ARMY TO BE REORGANISED.

YOUNG GERMAN GENERAL APPOINTED.

CONSTANTINOPLE, November 2nd.
Turkey has engaged one of the smartest of the younger Generals of the German General Staff to reorganise the army. He has been given full executive authority, and much greater powers than General von Goltz. He will also have an adequate staff of Germans.

GREAT FRENCH LOAN.

LONDON, November 2nd.

A great French loan is impending, amounting to upwards of £40,000,000 sterling, for military expenditure, due largely to the triennium service law.

FRENCH AVIATOR'S FLIGHT.

LONDON, November 1st.

M. D'Aucourt, the aviator, reached Vienna after numerous stoppages, on his flight from Paris to Cairo.

THE NOBEL PRIZE FOR MEDICINE.

FRENCHMAN AWARDED COVETED HONOUR.

LONDON, November 1st.

Professor Charles Richet, of Paris, has been awarded the Nobel Prize for Medicine for his work on Anaphylaxis.

SOUTHERN ALBANIA.

SITUATION BECOMING STRAINED.

LONDON, November 2nd.

The situation in Southern Albania is growing acute. Italy and Austria alike are complaining of deliberate Greek obstruction and the limitation of Commissioners. Strongly worded warnings to Greece are appearing in the Austrian and Italian Press, which has declared that localities in dispute should be summarily proclaimed Albanian unless opposition ceases forthwith.

[THROUGH REUTER'S AGENCY.]

MR. ASQUITH ATTACKED BY SUFFRAGETTES.

PEPPER AND A DOG-WHIP.

LONDON, November 2nd.

While Mr. Asquith was motoring towards Stirling, where he was to unveil a statue of the late Sir Henry Campbell-Bannerman, some suffragettes, who were ambushed at a village en route, threw pepper and struck at the Premier with a dog-whip. A policeman who was following drove the women off. Mr. Asquith escaped unhurt, but his daughter, Miss Violet Asquith, was much alarmed. Mr. Asquith received an ovation upon unveiling the statue, which is a non-political tribute by the State to the late Liberal Premier. It bears the figure of Peace with the words, "South Africa."

THE MEXICAN SITUATION.

LONDON, November 1st.

Senor Diaz left Mexico on board an American warship. He will be transferred to an American mail boat off Yucatan.

AMERICANS PREPARING FOR FLIGHT.

NEW YORK, November 1st.

A telegram from Mexico City received here says that many Americans have packed their goods preparatory to flight. They are awaiting the next move from Washington with misgivings.

A FINANCIAL CRISIS.

Mexico is faced with a financial crisis. The Government had difficulty in paying the employees in the various Departments, though they were eventually paid in full. A report that President Huerta intends to impose a tax on deposits caused numerous withdrawals from the Banks, though the report is apparently unfounded.

"THIS CRIME AGAINST HUMANITY."

A Mexico paper, *El Pais*, in an article says:—"Puritan President Wilson, who is plotting to annihilate and despoil us, seeks allies and accomplices in this crime against humanity, but we believe that the friendly powers which recognised Huerta will not aid the United States."

THE DUBLIN INDUSTRIAL TROUBLE.

NEGOTIATIONS AGAIN BREAK DOWN.

LONDON, November 1st.

The negotiations between the Dublin Peace Committee and the employers have broken down. Much work was done at the Quays yesterday by free labour.

Police protection was scarcely necessary.

ENORMOUS COST OF THE STRIKE.

A return just issued estimates that the cost of the strike up to the present amounts to between three and four million sterling, not reckoning the permanent injury to smaller industries and the expenditure on the extra police, numbering 7,500.

BIG STRIKE IN NEW ZEALAND.

SHIPPING AT A STANDSTILL.

WELLINGTON (N.Z.), Nov. 1st.

The strike of waterside workers has so developed by sympathetic strikes that the shipping of New Zealand is at a standstill. Miners have joined the waterside workers, and the country is faced with a shortage of food and coal. Citizens are being sworn in as special constables, and mounted police are coming into Wellington.

The struggle has now become a trial of strength against the Federation of Labour, which has not registered itself under the Arbitration Act.

AIGILL RAILWAY DISASTER.

ENGINE-DRIVER PARDONED.

LONDON, November 1st.

The driver of the second train in the Aigill disaster, who was sentenced to two months' imprisonment in the second division for manslaughter, has been pardoned.

FRENCH AMBASSADOR SAILS FOR JAPAN.

LONDON, November 2nd.

M. Regnault, the French Ambassador to Japan, has sailed for Japan.

[THROUGH REUTER'S AGENCY.]

RACING MOTORIST'S TRAGIC DEATH.

LONDON, November 1st.

The famous motorist, Percy Lambert, was killed at Brooklands yesterday. He was travelling 114 miles an hour when a tyre burst. He broke the world's records as recently as Monday last.

A NOTEWORTHY FLIGHT.

PARIS, November 2nd.

The aviator M. Gilbert won the Pommery Cup by a flight of 698 kilometres, which he accomplished in 315 minutes.

HARMSTON'S CIRCUS.

A SUCCESSFUL OPENING NIGHT.

Unless there be plenty of skillful stage-management, circuses are very prone to become so seriously consistent as to lose any attraction for the general public. No doubt this is why so many have ceased to travel, and more are doomed to join the ranks of those whose "drawing" powers have not been sufficiently varied to prove lasting. Messrs. Harmston's circus, which is paying another visit to the Colony, will not be one of these. Realising that newness and originality are never-failing magnets, the management arranges its programme accordingly, and thus continue to enjoy deservedly large patronage everywhere they go. The public, by previous acquaintance, know what to expect—at least they expect something out of the ordinary round of prancing horses, tinselled ladies, and grotesque men—and thus for the opening performance on Saturday evening the immense tent was quite full. And the programme was so good that it is difficult to point to the outstanding feature. Perhaps more thrilling than anything else is an act in the Cottrells' remarkable acrobatic items. A miniature sea-saw, as the result of human agency at one end, shoots the smallest member of the troupe into the air. He throws a double somersault and alights on the shoulders of another acrobat who is standing on the shoulders of the heavy man of the troupe. The Cottrells claim to be the only acrobats extant who do this, and it really is a nerve piece of work. There are numerous other clever turns by this very versatile acrobatic collection including musical items of tests. Miss Nellie Harmston and her brother go through a number of daring equestrian performances. Miss Harmston seems to be possessed of as strong nerve as her brother, and on the occasion when she utilises the same horse the audience is thrilled. Following each other quickly they spring across the ring and jump on to the animal's back seemingly as quite at home standing there as the ordinary being could be on terra firma. When it is stated that the Harmston family have improved upon their own previous showing the local public will know what to expect. Miss Jennie Harmston's turn is one which always finds favour. Ambrosia must have been born for the rings. He remains suspended for so long, during which time he wriggles in and out of his arms, and then changes on to a single arm with an ease and grace which no amount of training would produce, that one is led to doubt his species. He transforms himself into an aerial spinning-top by straightening his arms—a feat in itself indicative of great strength—and whirling around—remaining in this position until the ropes have become unbound. And he does it all in an immaculate evening dress and in that listless after-dinner manner which makes his turn and himself singularly attractive. Ambrosia should appeal to those gymnasts who have had something to do with the rings. The trick-cycle act of Gast and Vortex is another item which is bound to please those who delight in thrills. These two performers do things on cycles which would puzzle many on a more staple foundation. They ride on every conceivable, and sometimes inconceivable, portion of their machines, and on occasions they maintain their equilibrium when the wheels of the same machine are working in opposition. Equally attractive are the Delroys, and especially the wire-walking member, who, while balancing himself on a very lively wire, also entertains with various juggling acts in co-operation with his partner. Two charming Gaiety Girls are responsible for some well-rendered songs, and their skipping rope and other dancing go to constitute a most entertaining deviation in the programme. Mr. Harmston makes three handsome Arab steeds do all sorts of things which should only be within the scope of humans, and Mr. T. Richards, with two lively lionesses, concludes a good all-round programme by making them perform several capers, for which some amount of gentle persuasion is necessary. And throughout the programme the clowns Mickey, Shadow, Rocco and Brownie make unannounced and highly humorous entrances and exits, and become generally mixed up with the corps de ballet and various ring furniture. They also give two of those usual knockabout turns, which make staid businessmen smile, so absurdly funny are the carryings-on. The circus orchestra (under the direction of Mr. C. H. Bruce) plays throughout the performance, which, on Saturday evening, was in every way a success, and should ensure full houses for the remainder of the stay. A special service of trains has been arranged for those who visit the circus, the convenience of patrons having been studied in every way.

RANDOM REFLECTIONS.

Hongkong Mummies must surely have created a record for Hongkong in a few days ago. The story goes that His Excellency, being in the neighbourhood of the Station, walked in to have a "look-see." He entered the charge-room where an inspector was busily engaged at his desk and one or two other members of the Force were doing odd jobs. Anyone who has ever been in the charge-room can picture the scene. It is a distinct advantage to a man sometimes to be "unknown to the police," but it must have mildly astonished His Excellency to notice that he was not recognised at the Central Police Station. He inquired for the Captain Superintendent. "You'll find him in his office round the corner to the left," replied one of the officers, or in words to that effect. Round the corner His Excellency went, and made his quest known to another officer near the C.S.P.'s Office. "Have you got a card?" inquired the Officer. "No; I haven't a card, but the C.S.P. knows me well," said His Excellency. This being duly reported to the C.S.P., His Excellency was ushered in. "Tableau!" He cannot vouch for the story; for the utmost reticence is observed on the subject. If not true, it is, at least, as the Italians have it, *ben trovato*.

This is not the only amusing experience with members of the Force that His Excellency has had recently. Playing cricket a week or two ago, His Excellency made a hit that would have sent the ball to boundary, but to his astonishment and dismay a burly Indian policeman in uniform encountered the ball half-way and gave it a vigorous kick which sent it back to the pitch, laughing immoderately the while at the achievement. He soon saw, however, that his intervention in the game was not appreciated by the umpire and the players. The umpire signalled to the scorers, "obstruction," and His Excellency was accordingly not denied his 4 for a boundary hit. The umpire's designation of the Indian Constable as "obstruction" deserves to go on record.

It is really too late for the Government to reconsider the question of transferring the seat from the centre of the town into the suburbs. This one hundred thousand dollars have to come from that source and because misfortune has surrounded this supplementary vote necessary to pay on that sum a further 50,000 as military contribution.

We have a very obliging Postmaster-General in Hongkong, who is always ready to do his best to remedy faults in the postal service when they are brought to his notice. But, like another famous Englishman, "he doesn't advertise." In Hongkong people are not usually slow to make their complaints known, but in Yokohama apparently the postal service is so efficient, that the Postmaster there has been driven to "sincerely invite and appreciate" complaints by means of a circular letter, of which the following is a copy.

"Dear Sir:—

I make the liberty of informing you of my intention in connection with the business under my supervision.

At a meeting of the Salt Administration, Association various members of the Cabinet attended. Chang Chien reviewed his experiences of salt administration in the last twenty years. When he wrote a book on salt a foreign friend said that it was impossible to carry out the projected reforms without foreign assistance. He said that then he did not agree with that view, but later he became convinced that his foreign friend was right. Since the conclusion of the Quintuple Loan he has been still more convinced, for if effective reforms are not introduced it will not be long before the entire control of salt administration passes into foreign hands.

Hsiung Hsi-ling and Liang Chih-chiao supported Chang Chien. The former warned his audience who were the leaders of the nation that the only alternative to foreign control was effective reorganization, adding that the foreigners did not desire to take over control, and there was still time to prevent this.

CURRENCY REFORM.

The British, French and German bankers and the Minister of Finance yesterday discussed the question of currency reform. The latter emphasized his desire for the early establishment of a uniform currency and the withdrawal of debased paper money, and suggested schemes in this connection which the bankers describe as practical and highly satisfactory. Consequently there is a probability that the Currency Loan will be brought into operation by instalments to meet requirements. All the bankers are delighted with Hsiung Hsi-ling's views and attitude, which they believe gives great promise of restoring China's financial stability.

A CONTEMPLATED CIGARETTE TAX.

Mr. Thwing, the General Secretary of the International Reform Bureau, had an interview with the Premier on the 23rd ult. In the course of conversation the Premier assured Mr. Thwing that he would take strict measures regarding the opium trade. He also told Mr. Thwing that he was planning to issue cigarette licenses. "This," he said, "will not only increase the national revenue but will prevent the young boys from smoking freely."—*Peking Gazette*.

Bishop Taylor-Smith, Chaplain-General of the Force, in the course of an address at the Garrison Church at Colchester recently, declared that in the 'Artillery officers' mess at Hongkong he had seen prominently displayed the text:—

"We are all of one mould, but some of us are moulder than others."

Surely this is the kind of comparison described on a certain occasion as odorous.

THE OIL-FIELDS IN THE ISLAND OF TIMOR.

The following information regarding these oil-fields has been furnished to us by Mr. Theo. Burje, of Hongkong:—

During the last few years considerable interest has been manifested in the development of petroliferous land in the Island of Timor. Timor Island is situated 9 degrees 8' lat. and 125 degrees E. long. It is 263 miles in length and its greatest breadth is 60 miles. The island is about 2,100 miles from Hongkong and 438 from Port Darwin (the nearest Australian port). The Eastern half of the island belongs to the Portuguese Government and the rest to the Dutch.

The International Petroleum Co., Ltd., Hongkong, holds several oil concessions in the Portuguese portion of the island. Each concession comprises an area of about 1,250 acres, or 2 square miles. In one of the concessions five miles from the sea coast oil was obtained at a very shallow depth. The oil is of a brown colour, very fluorescent without any disagreeable odour and yields a high grade petroleum. Tested by the Hongkong Government Analyst it showed a flash point (Abel close test) of 112 degrees F., specific gravity of .8433.

Boring down to a depth of 240 feet, with up-to-date American machinery and tools, a very strong flow of petroleum gas was experienced, strong enough to raise water, which is used for drilling in the pipe, to a height of 500 feet.

One of our experts and drillers remarks in his report that there is an immense body of oil underlying the land in which the gas has its origin, and the oil is of a very high gravity.

The gas is merely the escape of the lighter properties of the oil, and it is only the high grade oil that contains the lighter properties in sufficient quantities to throw off a flow of petroleum gas.

In another of the International Petroleum Co., Ltd.'s, concessions also on the South coast of the island and about eight miles from the sea, large pools of viscous black oil were found, with a flash point (Abel close test) 183 degrees F. This oil is very suitable for fuel oil. Immense quantities of lime-stone coated with bitumen and oozelike cover the ground and yield from 100 parts by weight the large amount of 24 parts of crude heavy petroleum oil, having a specific gravity of .9547 at 15.5 degrees C. A very interesting report appears in *The Petroleum Review* of September 1913, by Mr. E. J. Green, General Field Manager for the Timor Oilfields, Ltd.

On several occasions I had the pleasure of meeting Mr. Green in the Island of Timor and I can fully verify the following extracts from his report:—

"The Island of Timor is divided in about equal proportions between the Dutch and Portuguese Governments, the Eastern portion of the island being Portuguese."

"Very little is known at present concerning Dutch Timor, owing to lack of encouragement from the Government, while prospecting by private individuals is prohibited."

"Fortunately this is not the case where Portuguese Timor is concerned, foreigners of any nationality receiving every courtesy and every possible assistance from the Government."

"Petroleum has been known to exist in the island for a long time, one of the earliest references appearing in Wallace's 'Malay Archipelago,' written over 50 years ago."

"There has been recently many large areas of petroliferous land located, and acting upon geological advice, deep boring is now in progress. A number of concessions are held by various companies, the largest single concession (Pualaea Concession) being situated in Central Timor; and other properties being either on or adjoining the south coast."

"Even at comparatively shallow depths good shows of petroleum have been met with, and considerable quantities obtained by pumping. When, however, drilling is carried down to a depth of from 1,200 to 1,500 feet, I confidently anticipate that good flowing wells will result."

"A sample of petroleum taken from the surface has proved to be of high commercial value, containing as much as 64.3 per cent. of kerosene and over 30 per cent. of intermediate lubricating oils. It is highly probable, therefore, that ultimately Timor petroleum will prove to be the most valuable obtained in the East Indies."

"The country is mountainous throughout, but is well served with roads which are being rapidly extended."

"Although within a few degrees of the equator, the climate in the interior is an ideal one for Europeans, enabling oil-field work to be carried on without jeopardising the health of employees."

"Labour conditions cannot fail to attract the notice of a new-comer, wages being exceedingly low (20 Mexican cents per day, or 5d. per diem, for unskilled labour), without recruiting or any other expense, all that is necessary being to notify the local military commandant the number required, and within a few days the men are all forthcoming."

"Beyond Customs charges and necessary licences, there is no taxation on either property or income."

"There is a small statistical tax of 1 per 1,000 on imported machinery, and a nominal royalty on all oil exported, but this is more than compensated by the rebate which is allowed on colonial products imported into Portugal."

"As regards the native, it may be stated that the Timorese are more Papuan than Malayan, but their colour is somewhat lighter and they do not possess such prominent features."

"They are divided into many small tribes, are very warlike and speak a variety of languages, no less than forty-two dialects being known in Portuguese Timor alone."

"At the time of writing, four companies have secured concessions, and no less than three are carrying out active development. The first company to acquire territory was the Timor Development Syndicate, of Sydney, whose land is situated at Vessora, on the South coast. Acting upon the advice of its geologist, a deep bore is now being put down, and, if necessary, this well will go down to a depth of 3,000 feet."

"The only English company is the Timor Oilfields, Ltd. It is generally conceded that this company possesses not only the largest but also the most promising territory in the island, and under Chinese whose present addresses cannot be traced) are still unpaid and liable to be forfeited."

"The working account of the Japanese Company covers a period of only about four and a half months' actual working, and, although charged with a good deal of extraordinary expenditure which will not occur again, shows a small profit of Yen 1,929.22, which is carried forward to the current half-year."

"The trawler account now disappears entirely from our balance sheet and the asset is replaced by scrip in the Nishin Giogyo Kabushiki Kaisha to the face value of Yen 268,000."

A book of profit of \$7,891.31 was made on the sale of the trawler to the Japanese Company; but in spite of the fact that the earning capacity of the trawler has been increased your General Managers and Consulting Committee have deemed it prudent to write down the value of the Japanese shares to \$80,000, thereby increasing the debit at profit and loss account to \$69,809.98.

The General Managers' Commission and Consulting Committee's fees are again waived.

Consulting Committee.—Mr. Wong Tsze Leung, having left the Colony, retires from the Consulting Committee, and it is not proposed to fill the vacancy thereby occasioned. Mr. J. W. C. Bonnar and Lo Shui Ho retire in accordance with Articles of Association but, being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Lowe, Bingham & Matthews, who offer themselves for re-election.

BRADLEY & CO., LTD., General Managers. Hongkong, 28th October, 1913.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1913.

To Balance from 1912 \$ 40,287.23

To Interest \$2,393.90

Less Bank Interest 88.18

Current Account, 88.18

To Telegrams Account 205.54

To Charges Account 150.50

To Salaries and Wages 1,798.69

To Marine Insurance 2,309.90

To Water Account 7.28

To Store Account 212.55

To Stevedores Account 19.09

To Godown Fittings 193.46

To Auditors' Fees, 1913 100.00

7,587.63

\$ 47,872.86

By Scrip Fees \$ 3.25

By Port and Customs 143.11

By Dues Recovered 814.58

By Collision Claim 445.18

By Exchange Account 55.02

By Interest collected on 861.14

By Balance carried down 46,911.72

\$ 47,872.86

To Balance brought down \$ 46,911.72

To Amount written off shares in Nishin Giogyo Kabushiki Kaisha 18,808.20

\$ 65,720.01

By Profit on Sale of Trawler \$7,891.31

Less Preliminary Expenses and Formation of Nishin Giogyo Kabushiki Kaisha of Japan 1,738.28

By Balance as per Balance Sheet, 29,556.98

\$ 65,720.01

BALANCE SHEET AT 30TH JUNE, 1913.

LIABILITIES.

Capital:—

15,000 shares at \$10 fully paid \$150,000.00

14,941 shares at \$7 paid up, \$104,587.00

First and Final Call, 3rd April, 1913, of \$3 44,823.00

149,410.00

Less unpaid call on 1,815 shares (Call on 1,020 shares since paid) 5,445.00

\$143,965.00

COMPANY REPORT.

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

The following report and statement of accounts have been issued to shareholders in this Company:—

The General Managers and Consulting Committee beg to submit to the shareholders the third annual report and statement of accounts of the Company for the financial year ending 30th June, 1913.

In pursuance of the special resolution passed at the extraordinary general meeting held on 29th October, 1912, the *Hoi Ping* was despatched early in November from Shanghai to Nagasaki, where a subsidiary Company known as the Nishin Giogyo Kabushiki Kaisha was formed with a nominal capital of Yen 150,000 of which Yen 103,000 was paid up.

After undergoing a complete overhaul, and successfully passing the necessary Japanese Government surveys, the *Hoi Ping* was transferred to the Japanese flag and renamed the *Kaiko Maru*.

The preliminary expenses in connection with the transfer and the formation of the Japanese Company including duty, Government fees, legal and incidental expenses, etc., amounted approximately to Yen 11,000. This, for the most part, has been debited to capital account, of the Japanese Company, but about Yen 2,000 has been charged to their working account and again a part has been borne by ourselves.

In order to provide for this additional outlay and to reduce the already heavy overdraft with your General Managers, it was deemed advisable to call up the balance of the capital of this Company.

A final call of \$3 per share was accordingly made in April last, and was well responded to, although 793 shares (mostly Chinese whose present addresses cannot be traced) are still unpaid and liable to be forfeited.

The working account of the Japanese Company covers a period of only about four and a half months' actual working, and, although charged with a good deal of extraordinary expenditure which will not occur again, shows a small profit of Yen 1,929.22, which is carried forward to the current half-year.

The trawler account now disappears entirely from our balance sheet and the asset is replaced by scrip in the Nishin Giogyo Kabushiki Kaisha to the face value of Yen 268,000.

A book of profit of \$7,891.31 was made on the sale of the trawler to the Japanese Company; but in spite of the fact that the earning capacity of the trawler has been increased your General Managers and Consulting Committee have deemed it prudent to write down the value of the Japanese shares to \$80,000, thereby increasing the debit at profit and loss account to \$69,809.98.

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Auditors.—The accounts have been audited by Messrs. Lowe, Bingham & Matthews, who offer themselves for re-election.

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149,410.00

Less unpaid call on 1,815 shares (Call on 1,020 shares since paid) 5,445.00

\$143,965.00

Sundry Creditors:—	
Bradley & Co., Ltd.	\$11,037.37
Comptroller	48.39
Auditors' Fees	100.00
	11,815.76
Consulting Committee's Fees	
\$2,000 waived	
General Managers' Allowance	
\$350 per month—\$4,200	
waived	
	\$155,780.76

ASSETS.	
Investment:—	
3,000 shares in the Nishin Giogyo Kabushiki Kaisha of Yen 50 of which Yen 35 paid up—	
Yen 103,000 at 96 1/2 % \$108,808.20	
Less Amount written off	
ten off	18,808.20
	\$ 90,000.00

Sundry Debtors:—	
The Nishin Giogyo Kabushiki Kaisha Yen 1,306.16 at 96 1/2 %	1,416.80
Cash at Bankers	4,766.98
	\$56,213.78
Profit and Loss Account	59,566.98
	\$155,780.76

BRADLEY & CO., LTD., General Managers. J. W. C. BONNAR (Members of Consulting Committee).

We have audited the above balance sheet with the books, vouchers and accounts of the Company and have found same in accordance therewith. In our opinion, the balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs as at 30th June, 1913, according to the best of our information, the explanations given to us, and as shown by the books of the Company. We have obtained all the information and explanations we have required.

LOWE, BINGHAM & MATTHEWS, Auditors. Hongkong, 28th October, 1913.

INTIMATIONS

THE COMING

WHISKY

OF THE FAR EAST.

JOHN HAIG'S

GLENLEVEN.



"My Favourite Drink."

SAMPLES ON APPLICATION

SOLE AGENTS:

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

[31]

MAPPIN & WEBB,

LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHEATER ROAD.

[41]

PERTUSSIN.

Is a

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter TAN MANAGERS.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 83. Telephone No. 12.
Telegraphic Address: "DAILY PRESS."
Codes: A.B.C. 6th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

WE HAVE from this date handed over our Wine and Spirit Department to Messrs. MACWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE.
Hongkong, 1st November, 1913. [1253]

NOTICE.

WE HAVE purchased the stock of Wines and Spirits of the FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACWEN, FRICKEL & Co.
Hongkong, 1st November, 1913. [1254]

THEATRE ROYAL.

COMMENCING

MONDAY, NOVEMBER 10TH.

RETURN VISIT OF OLD FAVOURITES.

MR. EDGAR WARWICK

PRESENTS THE

COURT CARDS

AND THEIR JOKER,

IN NEW REPERTOIRE.

NEW SONGS.

NEW SCENAS.

NEW QUARTETTES.

PRICES: \$3, \$2 AND \$1.

Plan at MOUTRIE'S.
Hongkong, 3rd November, 1913. [1285]

PUBLIC AUCTION

A PRIVATE COLLECTION OF OLD CHINA

(Including some very Rare and Fine Specimens).

THE Undersigned has received instructions to Sell by Public Auction, On SATURDAY, the 8th November, 1913, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street (Subject to Reserve Prices).

A PRIVATE COLLECTION OF OLD CHINA FROM SUNG DYNASTY TO TOWKONG.

The Collection is made up of—

5-Coloured, Black and White HAWTHORN, CORAL PINK, and Blue and White VASES.

5-Coloured, 2-Coloured and Blue and White PLATES, CUPS, BOWLS and SNUFF BOTTLES.

SANG-DE-BEUF VASES, CELADON and PEACH BLOOM INCENSE BURNERS, CELADON VASES, CHINESE CUPS.

HANDSOME IVORY CARVINGS, JADE PLATES and BOWLS, AGATE ORNAMENTS and SNUFF BOTTLES.

OLD PEKIN CLOISONNE VASE and INCENSE BURNERS, BRONZE FIGURE and INCENSE BURNER.

OLD MING PORCELAIN FIGURE, etc.

On view from Thursday, the 6th November. Catalogues will be issued.

Terms—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 3rd November, 1913. [1286]

NOTICE.

NOTICE IS HEREBY GIVEN that LO IP SHING, after LO YU SUN, hitherto carrying on Business as a Commission Agent and General Merchant at No. 16, Des Vaux Road, Central, Victoria, in the Colony of Hongkong, under the style or name of the UNION TRADING COMPANY has on the 29th October, 1913, Sold the Goodwill and all his Interest in the said Business together with all the Book Debts and the benefit of all Contracts belonging to same to the Undersigned, who will continue to carry on the said Business under the same style of the UNION TRADING COMPANY, and will pay and discharge all Debts and Liabilities owing or incurred by the UNION TRADING COMPANY, in the usual course of the said Business to the European Banks in the Colony of Hongkong, but all other Debts of the said LO IP SHING whether in connection with the said Business or not will be paid and discharged by the said LO IP SHING himself.

S. M. CHURN,
CHAN HONKEY,
IM TO YEUK.
Dated the 30th October, 1913. [1170]

GRACA & CO.

PRUDER ST. (Hongkong Hotel Building).

DEALERS IN

POSTAGE STAMPS, PICTORIAL POST CARDS,

CHRISTMAS GOODS,

TOYS, &c.

Just Received a Fine Selection of BABY DOLLS

from ONE INCH to THREE FEET in Size.
Hongkong, 25th October, 1913. [1153]

PUBLIC COMPANY

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that PROVISIONAL CERTIFICATE No. 43320 dated Hongkong, 1st July, 1907, for Five Shares numbered 87408 to 87412 inclusive, Registered in the name of Mrs. EMMETT LEE, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th November, 1913, a New Certificate for the Shares will be issued and the aforesaid Provisional Certificate will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 29th October, 1913. [1253]

INTIMATIONS

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that, on and after MONDAY, the 3rd November, and until further Notice, the SUPPLY OF WATER to the Rider Main Districts will be controlled by bringing the Rider Mains into operation and that Water will be Turned on to each Rider Main daily for Two Consecutive Hours. Information as to the hours of supply to any particular property may be obtained on application at the Offices of the Water Authority or the Secretary for Chinese Affairs or at the Tung Wa Hospital.

W. CHATHAM,
Water Authority.
Public Works Department,
Hongkong, 30th October, 1913. [1266]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1865,

and
IN THE MATTER OF GEO. FENWICK & COMPANY, LIMITED
(IN LIQUIDATION).

FIRST RETURN OF CAPITAL.

NOTICE IS HEREBY GIVEN that a FIRST RETURN OF CAPITAL of \$7.00 per Share has been Declared in this Matter, and that the same may be received at the Offices of the Liquidators, No. 5, Queen's Road Central, on MONDAY, the 3rd day of November, 1913, or on any subsequent day, except SATURDAY, between the hours of 10 and 12 a.m.

No Return of Capital will be made unless Share Certificates are produced when applying for payment.

PERCY SMITH, SETH & FLEMING,
Liquidators.
Hongkong, the 31st October, 1913. [1250]

IN THE MATTER OF THE COMPANIES ORDINANCE No. 58 of 1911,

and
IN THE MATTER OF THE SAM WANG LAND INVESTMENT, LOAN & AGENCY Co., Ltd.
(IN LIQUIDATION).

SECOND RETURN OF CAPITAL.

NOTICE IS HEREBY GIVEN that a SECOND RETURN OF CAPITAL of \$13.00 per Share has been Declared in this Matter, and that the same may be received at the Offices of Messrs. PERCY SMITH, SETH & FLEMING, No. 5, Queen's Road Central, on MONDAY, the 3rd day of November, 1913, or on any subsequent day, except SATURDAY, between the hours of 10 and 12 a.m.

No Return of Capital will be made unless Share Certificates are produced when applying for payment.

J. HENNESSEY SETH,
Liquidator.
Hongkong, the 31st day of October, 1913. [1269]

NOTICE TO CREDITORS OF THE DATE OF HEARING OF AN INSOLVENCY PETITION.

(Section 12, Provincial Insolvency Act.)
In the District Court, Mandalay, Burma.
Insolvency Petition No. 42 of 1913.

In the Matter of Moung Po THIN, an insolvent, to (2) Choze Wo Hong, (4) Thung Hain Yuen, (5) Ah Yan, Canton.

WHEREAS (a) Moung Po THIN, Silk Merchant, Mandalay, Burma, has applied to this Court, by a petition dated 19th March, 1913, to be Declared an Insolvent under the Provincial Insolvency Act, III, of 1907, and your name appears in the List of Creditors filed by the aforesaid Debtor, this is to give you Notice that the Court has fixed the 7th day of November, 1913, for the hearing of the aforesaid petition and the examination of the Debtor. If you desire to be represented in the matter, you should attend in person or by a duly instructed pleader.

The particulars of the Debt alleged in the petition to be due to you are as follows:—
Choze Wo Hong, Rs. 850/-
Thung Hain Yuen, " 18,000/-
Ah Yan, " 800/-
PO MYIT,
Chief Clerk.
Hongkong, 8th October, 1913. [1253]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 39, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM,
Hongkong, 29th July, 1913. [307]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

XMAS 1913.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Orders placed before November 7th will be delivered in the United Kingdom FOR XMAS.



LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED.

FOOCHOW TEA.

PRICES:—Including Freight, Duty and Delivery to any address in the United Kingdom:

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. [46]

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " " " " QUARTS.

HONGKONG AGENTS:

MACWEN, FRICKEL & Co.

CHEAP SALE.

NEW STOCK OF XMAS GOODS, SWATOW DRAWN WORK, CANTON EMBROIDERY,

AND ALL KINDS OF LADIES' FANCY GOODS,

20% DISCOUNT

FOR 15 DAYS ONLY.

BEGINNING FROM 1ST TO 15TH NOVEMBER, 1913.

It is time to send your Presents Home Now. Come round at once.

You'll find everything suitable.

SWATOW DRAWN WORK CO.

No. 14, DES VAUX ROAD CENTRAL, HONGKONG.
Hongkong, 24th October, 1913. [1240]

ESTATE AGENCY.

PROPERTIES PURCHASED AND SOLD.

PROPERTIES LET.

PROPERTIES MANAGED.

LOANS AND MORTGAGES ARRANGED FOR SAME.

For Terms and Particulars, Apply to—

TOBIAS HUNTER.

ESTATE AGENT,

HOTEL MANSIONS.

TELEPHONE K. 173.
Hongkong, 1st November, 1913. [1274]

NOTICE.

I HAVE This Day Established myself in the Colony as a SHIPPING, ESTATE and COMMISSION AGENT.

TOBIAS HUNTER,
Hotel Mansions.
Hongkong, 1st November, 1913. [1275]

NOTICE.

THE Partnership existing between Messrs. RAYMOND & LOGAN has This Day by Mutual Consent been Dissolved.

Hongkong, 1st November, 1913. [1277]

NOTICE.

THE Undersigned will as from This Date carry on the Business of Share and General Brokers in Partnership under the name of LOGAN & BASTO, at No. 12, Ice House Street (formerly occupied by Messrs. RAYMOND & LOGAN).

W. LOGAN,
B. BASTO.
Hongkong, 1st November, 1913. [1278]

NOTICE.

WE HAVE from This Day Authorized Mr. ANGELO GALLOTTI to Sign per Procuration in the name of our Firm with Full Power of Attorney.

P. SOPPIETTI & Co.
Hongkong, 31st October, 1913. [1276]

NOTICE.

MR. EDWARD MAURICE RAYMOND has This Day been admitted a Partner in our Firm, which will continue to carry on the Business of Share and General Brokers as heretofore under the style of "MOXON & TAYLOR."

MOXON & TAYLOR.
Hongkong, 1st November, 1913. [1279]

JUST UNPACKED!

FINEST Quality "DELHI DURBAR" and "DUCHESS" Satin and Mousseline

Black and Coloured for Dress and Evening Wear.

Guaranteed will wash well.

Inspection earnestly solicited.

HOOSAIN-ALI & Co.

10, D'ARVILLE STREET.
Hongkong, 15th October, 1913. [45]

ENTERTAINMENTS

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY.

AGAIN TO-NIGHT!

AND EVERY NIGHT AT 9.15 P.M.

OUR GREAT PROGRAMME!

HARMSTON'S CIRCUS have much pleasure in presenting to the Public of Hongkong for the First Time the following All Star Company of London and Continental Artists:—
30 IN NUMBER 30

Acknowledged by Press and Public to be the Finest Circus Touring the East.

HEADED BY

THE COTTELL TROUPE

(5 in Number)

In their Marvellous and Astonishing Trampoline Acrobatic Acts.

Double, Triple and Twisting Somersaults to Shoulders, a Mere Trivial

THE GAITY GIRLS.

DIRECT FROM THE CRYSTAL PALACE, LONDON, Where for 20 consecutive weeks their superior Dancing, Grace and Beauty won them the unstinted praise and admiration of a critical public.

THE DELROYS! THE DELROYS!

Most up-to-date JUGGLING Act in the World.

Also that EXCRUCIATINGLY FUNNY QUARTETTE

SHADOW, NICKY, LITTLE BROWNIE AND ROCCO.

Celebrated Clowns, Acrobats and Gymnasts.

GAST AND VORTEX,

Champion Trick Cyclists.

AMBROSIA,

The King of Roman Ring Performers.

T. RICHARDS,

Animal Tamer with his Performing Lions.

MASTER C. BRUCE,

The Midget Wonder.

and the Well-Known Champion All Round Duo,

MISS JENNIE AND W. HARMSTON.

OUR BEAUTIFUL ARAB STALLIONS and PERFORMING POSES.

OUR MENAGERIE CONSISTS OF PERFORMING

ELEPHANTS, LIONS, TIGERS, BEARS, LEOPARDS, MU,

BABOONS, MONKEYS, DOGS, Etc.

And Our Waterproof Tents, which, unlike others, we have and will Guarantee to Keep

Everybody absolutely dry.

N.B.—Special Trains will Run to and from Circus before and after each Performance.

Booking at ROBINSON PIANO Co.

MATINEES—Every WEDNESDAY and SATURDAY AFTERNOONS.

Doors Open at 3 p.m. Performance at 4 p.m. Sharp.

Children Half-Price to Matinees Only.

PRICES OF ADMISSION:

Full Box, 6 Seats, \$15; Single Seat Box, \$3; Chairs, \$2; Stalls, 1/-

and Gallery (Natives only), 50 Cents.

Soldiers and Sailors in uniform Half-Price to the \$1 and \$2 Seats.

N.B.—Our Menagerie is opened daily for a small charge.

W. HARMSTON, Proprietor. R. ALTON and W. SYMONS, Agents.

Hongkong, 26th October, 1913. [1241]

ENTERTAINMENTS

ST. ANDREW'S HALL.

TO-MORROW (TUESDAY),

NOV. 4TH, AT 9.15 P.M.

ONLY

CONCERT.

MOLLENDORFF

MOLLENDORFF

MOLLENDORFF

MOLLENDORFF

Kindly Assisted by

MR. E. DANNENBERG

(Piano)

\$3 SEATS \$3

Booking at MOUTRIE'S.

Hongkong, 3rd November, 1913. [1232]

AL FRESCO FETE

IN AID OF THE FUNDS OF THE

SOCIETY OF ST. VINCENT DE PAUL,

To be held in the Compound of the

ROMAN CATHOLIC CATHEDRAL,

ON SUNDAY,

9th Nov., 1913, from 9 P.M. to 11.30 P.M.

UNDER the Distinguished Patronage of

His Lordship Bishop DOMENICO POZZONI,

Vicar Apostolic of Hongkong.

ADMISSION TICKET \$1

which is entitled to a Souvenir on its presentation

at the Souvenir Pavilion (on the evening

of the Fete only).

Tea, Cakes, and Refreshments will be served

during the afternoon and night.

By kind permission of Lt. Colonel I. C.

Watson and OFFICERS, the Band of the 8th

Rajpoots will play from 9 to 11.30 p.m.

Tickets can be obtained from To-day at

Messrs. GRACA & Co., Pedder Street, and at

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOTHIAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Nov. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th Nov., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Nov. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 28th October, 1913. [1255]

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA."

Capt. F. Hoffer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Nov. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 5th Nov. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 30th October, 1913. [1262]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLEBROUGH, IMMINGHAM, LONDON AND SINGAPORE.

THE Steamship

"GLENLOCHY."

Captain E. J. Stallard, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 6th Nov., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Nov. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 30th October, 1913. [1263]

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"P. E. FRIEDRICH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th Nov. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th Nov., at 9.30 A.M.

All Claims must reach us before the 13th Nov., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

NORDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 30th October, 1913. [14]

NOTICE TO CONSIGNEES.

S.S. "MONGOLIA."

FROM SAN FRANCISCO VIA JAPAN.

PORTS MANILA.

Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board TUESDAY, 4th inst., at Noon, will be landed at Consignees' risk and expense.

Cargo remaining undelivered SATURDAY, 8th inst., at Noon, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at this above Company's Godown FRIDAY, 7th inst., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 1st Dec., otherwise they will not be recognized.

E. C. MORTON, Agent.

Hongkong, 1st November, 1913. [13]

CONSERVATIVE INFLUENCES IN CHINA.

THE MERCANTILE ELEMENT.

(BY A CORRESPONDENT OF "THE TIMES" AT NINGYUAN FU.)

Competent observers are almost unanimous in asserting that one of the most disquieting features of the new Republic in China, is the complete lack of respect for or fear of the authority of the officials by the mass of the people. There have been so many cases of flagrant opposition to the will of authority, when that authority conflicted with the vested interests of certain sections of the population, cases where the arm of the law was not sufficiently strong to enforce respect for its statutes, that with any other people than the Chinese, imbued with their strong sense of equity and reason, the result must inevitably have been open anarchy and mob rule.

The present revolution has, however, brought into deep relief the influence and stability of the great mercantile community operating through their Chambers of Commerce. Of all the factors constituting the complex organism of Chinese society the mercantile element is at once the soundest and most conservative. The interests of the traders are so bound up with the preservation of law and order and the unhindered interchange of commodities that they strongly deprecate any movement in the State which is calculated to cause even temporary dislocation of their legitimate business. With the downfall of the Manchu regime and the consequent suspension of all authority for the time being, the Government of almost every city in China was for months virtually carried on by the Chambers of Commerce and associated guilds.

In Shanghai during the interregnum between the flight of the Taotai and the inauguration of the new Bureau of Foreign Affairs, the Consular body co-operated with the native Chamber, appointed a Chinese magistrate acceptable to both parties, and drew up a series of regulations for the conduct of the Mixed Court and the maintenance of order and justice.

CHAMBERS OF COMMERCE AND OFFICIALS.

Now that a new system of government is being gradually evolved throughout the 18 provinces, this power, temporarily welded, shows no signs of being relaxed, and the commercial bodies are acting as a most wholesome check on the actions of the new officials, many of whom are totally inexperienced and completely out of touch with the needs and customs of the people whom they are called upon to govern. Even in this remote corner of China, where trade interests are comparatively insignificant, the inequitable rulings of the magistrate have been appealed against, and the local Chamber in Ningyuan Fu has on four distinct occasions forced him to reverse his decision under the threat of referring the whole matter to the Provincial Government at Chengtu.

In questions relating to taxation the opinions and advice of the mercantile community are being freely taken. Heretofore trade has borne a totally disproportionate amount of both Imperial and local taxation, and has suffered most from the extortion and obstruction of a corrupt and insatiable Mandarinate. There is abundant evidence to prove that this inequitable state of affairs is being remedied. Negotiations are proceeding in Chengtu between the provincial authorities and the Chamber of Commerce for the regulation of all taxation on goods in transit, and the framing of a permanent tariff which will obviate the old delays and exactions. The *lien* dues have already been fixed on a 2 per cent. *ad valorem* basis, one payment covering the goods throughout the province. Octroi, lotishui, departure, and consumption taxes, and the thousand and one burdens under which trade was crushed in the past, are being removed, the principle aimed at being commutation by one annual payment by each guild—the amount to be based on the statistics afforded by the guild registers, practically the only authentic figures obtainable bearing on the vast internal commerce of China.

ATTITUDE TOWARDS THE REPUBLIC.

The present Administration owes more than it realizes to the actions of the commercial bodies in suppressing anarchy and exerting their influence towards promoting a sound and lasting basis of government. It is noteworthy that the majority of the prominent merchants belong to the Kung Ho Tang, the more conservative of the two political parties, and are almost unanimous in their support of President Yuan Shih-kai. If the present Republican form of government survives the almost insuperable difficulties which lie before it, the result will be attained, not by the administrative ability, foresight, or rectitude of the new officials, nor by the adoption of alien political systems and democratic shibboleths, which are never likely to flourish on Chinese soil, but by the innate common sense and stability of the Chinese people—and especially that of the merchants, which has carried them safely through great national crises in the past and may be relied upon to enable them to weather the present political storm.

A people whose watchword is tolerance and reason, and whose daily life is one incessant struggle with the stern realities of existence, will never consent to be governed by any superficial doctrine of east expounded by a body of students educated abroad, who are more familiar with the defects of foreign political systems than they are with the merits of their own.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK" Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.

DRY DOCK DEPARTMENT:—Telephone Nos. 374, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 375 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair-work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 98,248 square yards, or 11.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-5, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913. [694]

JOCKEY BLOUSES FOR WOMEN.

SLEEVES TO CONTRAST WITH THE BODICE.

It is probable that entries in drapers' sale catalogues this autumn will read:—"Blouse (Derry-Robinson), blue and yellow hoops, white sleeves, black cap. Starting price, 13s. 11d."

Jockey blouses and jockey caps are among the forecasts of autumn dress in the *Drapers' Record*.

By way of compensation for this shock, however, the world is informed that "the trend will be towards colours not so loud as many of those indulged in last season."

The jockey blouse is partly a result of the return of the long sleeve, and a feature of the sleeves will be that they will consist of material or colours (or both) that will contrast with the bodice. For example, a flimsy blouse of golden brown will have biscuit-coloured sleeves of taffetas; a black velvet blouse will have sleeves of bright blue chiffon taffetas.

Jockey caps, with small velvet brims, to fit closely over the head, showing practically no hair, will go with these blouses. Students' caps of 1890, and all sorts of variants of the tan o' shanter, are also among the new millinery styles.

New colours for the autumn include: Caramel, Water-cress green, Niggerhead brown, Old blue, and Fuchsia purple.

The search for new shades this year has been carried out among the Old Masters, in a spirit of reaction against the Post-Impressionist tendencies of last year. The subdued shades are drawn mostly from the *Drapers' Record*, from the fifteenth century Gobelin tapestries.

Yellow this year, to be correct, must be a golden yellow, and not a "green yellow."

Peach skin is the alternative name of a new material called *veloutine*, which will be used for the smartest hats.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Sardinia* is expected to arrive at Penang on the 4th November, at 8 a.m.

The P. & O. str. *Devanha* left Singapore for this port on the 2nd November, at 5 a.m., with the outward English mails, and is due here on the 7th November, at about 6 a.m.

SANTAL MIDY

These tiny Capsules—superior to Copalaba, Cubehs, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

THE NEW FRENCH REMEDY.

THERAPION No. 1. CURES DYSCHOLIC, NERVOUS, STOMACH, AND BILIOUS AFFECTIONS.

THERAPION No. 2. CURES BRONCHITIS, RHEUMATISM, GOUT, AND ALL AFFECTIONS OF THE JOINTS.

THERAPION No. 3. CURES SCROFULOUS, RING, LEADS, SKIN AFFECTIONS, AND ALL AFFECTIONS OF THE BLOOD.

SOLELY BY LEXINGTON CHEMISTS. PRICE IN ENGLAND, 2/6.

SEND STAMP ADDRESS REMITTANCE TO: FREE BOX 10, 11, LE CLOUET, LEON CO. HAYES, MIDDLESEX, ENGLAND. LONDON. 107 NEW DEALER (WATFORD) FORM OF.

THERAPION

SEND TO TAKE CAPSULES AND INSTRUCTIONS.

INSIST ON HAVING THERAPION.

[175]

SHIPPING IN PORT.

STEAMERS.

DINGWALL, British str., 1,320, E. Jones, 28th October—Swatow 28th October, Ballast—Bura & Co.

DRUVAU, Norwegian str., 1,102, J. Bing, 31st October—Swatow 30th October, General—Chinese.

EMPRESS OF RUSSIA, British str., 8,780, E. Beetham, R.N.R., 28th October—Vancouver 8th October. Mails and General—Canadian Pacific Railway Co.

HANOI, French str., 739, Ch. Le Chevalier, 30th October—Haiphong 28th October, General—A. R. Marty.

KWANGLOO, Chinese str., 1,468, McArthur, 29th October—Shanghai 28th October, General—Chinese.

MACHEW, German str., 996, R. Zollner, 31st October—Hohhot 30th October, Rice—Butterfield & Swire.

MATHILDE, German str., 388, Schlaikier, 30th October—Hohhot 29th October, General—Jensen & Co.

MONTRAGIE, British str., 6,163, A. J. Hailey, 28th October—Vancouver 1st October—Flour and General—Canadian Pacific Railway.

NIPPON MARU, Japanese str., 3,452, A. G. Stevens, 27th October—San Francisco 30th September, General—Toyo Kisen Kaisha.

OTARU MARU, Japanese str., Ignitawa, 28th October—Port Arthur 22nd October, Coal—Mitsui Bussan Kaisha.

PAKLAT, German str., 1,018, J. Wenzel, 30th October—Bangkok 19th October, Rice and General—Butterfield & Swire.

PHUYEN, French str., 1,204, Ribault, 26th October—Saigon 21st October, Rice—Bradley & Co.

PRINZ STERNBURG, German str., 3,300, A. Hurtzig, 30th October—Kobe 24th October, General—Molchers & Co.

QUANTA, German str., 1,146, H. Madsen, 28th October—Saigon 20th October, Rice and General—Order.

RUH, American str., 1,408, James Miller, 31st October—Manila 28th October, General—Shewan, Tomes & Co.

SHIDZUKA MARU, Japanese str., 4,072, T. Iriawara, 26th October—Shanghai 23rd October, General—Nippon Yusen Kaisha.

SOUJAN, British transport, 2,906, 26th October—Chingwantao 20th October, Nil—P. & O. S. N. Co.

SUISANG, British str., 1,776, H. Simpson, 28th October—Singapore 18th October, General—Jardine, Matheson & Co.

TAMON MARU, Japanese str., 2,900, Umui, 31st October—Moji 24th October, Coal—Mitsui Bussan Kaisha.

TINGBANG, British str., 1,045, Bramwell, 29th October—Newchwang 21st October, General—Jardine, Matheson & Co.

TRIUMPH, German str., 769, W. Langschwager, 28th October—Hohhot 26th October, General—Jensen & Co.

YATSHING, British str., 1,484, E. J. Anderson, 27th October—Moji 21st October, Coal—Jardine, Matheson & Co.

PASSENGERS.

ARRIVED.

Per *Kato Maru*, from Coast Ports, Mr. and Mrs. Kline, Mr. and Mrs. Fuller.Per *Manila*, for Hongkong, from San Francisco, Miss M. Byrne, Mr. and Mrs. C. Cass, Rev. E. A. Eakin, Rev. and Mrs. P. A. Gould, Major and Mrs. R. Hawkes, Mrs. H. T. Herriek, Mr. S. J. Johnston, Miss F. Jones, Mrs. R. Knox, Miss F. Lowe, Mr. and Mrs. J. Lawrence, Mr. and Mrs. C. W. Mason, Master J. Mason, Master C. Mason, Miss D. Mason, A. A. Merritt, Mr. Liao Ngantow, Dr. and Mrs. F. Oldt, Master F. Oldt, Miss B. Oldt, Dr. G. E. Park, Rev. and Mrs. P. W. Pichey, Mr. D. Pichey, Mr. R. Plumb, Rev. A. A. Pratt, Miss E. Rohrer, Dr. and Mrs. R. M. Ross, Master A. Ross, Master D. Ross, Rev. and Mrs. H. L. Smith, Dr. and Mrs. E. H. Thompson, Miss D. Thompson, Mr. and Mrs. P. W. Van Metre, Miss F. Van Vranken, Rev. J. H. Wanshous, from Yokohama, Mr. and Mrs. W. G. Humphrey, Mr. P. Smith, from Kobe, Mrs. L. A. Birdsall, Mr. N. A. Fuller, Mrs. A. Higson, Mr. F. O. Johnston, Mrs. R. C. Morton and 2 servants, Miss A. Morton, Master C. Morton, Miss L. Morton, Master and Miss H. Morton, Mr. and Mrs. A. J. McNeeley, Mrs. F. E. Ramsey, Miss C. B. Sperry, Mr. and Mrs. A. P. Spencer, Miss A. Spencer, Mr. A. L. Trowbridge, Mr. G. Trowbridge, Mr. and Mrs. G. F. Whitney, from Nagasaki, Miss S. Kingsbury, Miss H. Lathrop, from Manila, Mr. C. S. Butler, Mr. L. Bruner, Dr. R. C. Crowell, Mr. L. M. Chelaram, Mrs. F. A. Dickhoff, Mr. L. Everett, Mr. Chas. Gayot, Rev. E. Garcia, Col. S. Gurney, U.S.A., Mr. E. F. Huxley, Mr. and Mrs. D. J. Huxley, Mr. R. Heyns, Miss M. Henehan, Mr. and Mrs. W. J. Hamilton, Master G. Hamilton, Master Grey Hamilton, Mr. E. F. Keel, Mr. G. A. Kaufman, Miss F. T. Keel, Mr. and Mrs. G. B. Potter, Mr. H. S. Smith, Mr. R. J. Tobin, Miss A. Tuttle, Mr. A. L. Walker and Mr. J. W. Wilson.Per *Prinz Sigismund*, for Australia, etc., Mr. Freisborn, Mr. E. Verthall, Mr. F. Huxley, Mr. W. Geethart, Mr. A. Peters, Mr. and Mrs. Ed. A. Keller, Mrs. H. Trost, Mr. H. Tunning, Mr. L. J. Rocho, Mr. W. Hoffmann, Mrs. T. V. Ranture and child, Mr. E. Kempf, Dr. and Mrs. E. H. Embrey, Miss Imbley, Mr. G. W. Rutherford, Mr. W. Purvis Chrysal, Mr. Cole, Mr. A. H. Silver, Mr. R. Lloyd Jones, Dr. and Mrs. H. S. Williams, Mother T. Messner, Sister E. Derbershoff, Mr. E. Paatzsch, Mr. K. K. Richardson, Mr. B. S. Barker, Mr. and Mrs. Auerbach, Mr. v. Paczenky, u. Tenzen, Mr. A. Satard, Mr. A. Nor, Mr. J. Estello, Mr. R. R. Hollister and Mr. Arthur M. Hawkins.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire* left Sydney on the 18th October, for this port via Queensland Ports, Port Darwin and Manila, and may be expected to arrive here on or about the 6th November.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 18th October, at 11 a.m., and may be expected here on or about the 10th November.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Sydney for this port via ports on the 28th October, and is expected here on the 17th November.

The E. & A. str. *Albion* left Sydney on the 28th October, for this port via Queensland Ports, Port Darwin, Timor and Manila, and may be expected to arrive here on or about 22nd November.

The Swedish East Asiatic Co's str. *St. Helena* left Port Said on the 8th October, and is expected to arrive here on the 3rd November.

The N.Y.K. str. *Kamo Maru* (European Line) left Yokohama for this port via ports on the 22nd October, and is expected here on the 3rd November.

The Barber Line str. *Saint Patrick*, from New York, left Sabang on the 25th October, and is due to arrive at Hongkong on the 3rd November.

The P. & O. transport *Sonali* left Singapore for this port on the 28th October, at 5 p.m., and is due here on the 3rd November, at about 8 a.m.

The Apar str. *Arrabon*, from Shanghai and Kobe, left Moji on the 31st October, a.m., and may be expected here on or about the 4th November, a.m.

The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 30th October, and is expected here on the 5th November.

The Ben Line str. *Bentley*, from Leith, Middlesbrough, and London, left Singapore for this port on the 30th October, and may be expected to arrive here on or about the 5th November.

The N.Y.K. str. *Tamba Maru* (American Line) left Seattle for this port via ports on the 7th October, and is expected here on the 9th November.

The N.Y.K. str. *Kamuro Maru* (Bombay Line) left Bombay for this port via Singapore on the 27th October, and is expected here on the 14th November.

The Swedish East Asiatic Co's str. *Canlon* left Antwerp on the 21st October, and is expected to arrive here on the 2nd December.

The N.Y.K. str. *Hitachi Maru* (European Line) left London for this port via ports on the 25th October, and is expected here on the 3rd December.

The Swedish East Asiatic Co's str. *Ceylon* left Gothenburg on the 20th October, and is expected to arrive here on or about the 14th December.

The str. *Ludrakula* passed the Suez Canal on the 17th October, for Hongkong via Straits.

The str. *Glenstrae* passed the Suez Canal on the 28th October, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hangsang, from Bangkok, is due in Hongkong 7th November.

SHIRE LINE, LIMITED.

Den of Airdie, from London, is due in Hongkong 13th November.

Den of Crombie, from Vancouver, is due in Hongkong 20th November.

Monadnock, from Seattle, is due in Hongkong 30th November.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 2nd

Previous On Date On Date

Day at at at

at 2 p.m. 6 a.m. 2 p.m.

Barometer 30.04 30.05 30.0

VESSELS ON THE BERTH

THE AMERICAN & MANCHURIAN LINE.
(BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship

"DENBIGH HALL,"
Captain Laidlay, will be despatched from Hongkong on the 8th November for BOSTON AND NEW YORK.
Also the Steamship
"CITY OF BARODA,"
Captain Mason, on the 25th November, for NEW YORK.
(With liberty to call at the Malabar Coast.)
For freight and further particulars, apply to
THE BANK LINE, LTD.,
Agents.
Hongkong, 30th October, 1913. [1207-1256]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"INDIA,"
Capt. C. C. Talbot, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 8th November, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOLDAVIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "MANTUA," due in London on the 20th December, 1913.
Passes will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 27th October, 1913. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BALTIMORE AND NEW YORK.

S.S. "SURUGA" ... On or about 15th Nov.

For Freight and further information, apply to

DODWELL & Co., Ltd.,
Agents.
Hongkong, 22nd October, 1913. [1233]

THE "INDRA" LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship.

"INDRAMAYO,"

Will be despatched as above about Middle of November.

For Freight apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215 Sub. Ex. 8.
Hongkong, 29th October, 1913. [1257]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

THE Steamship

"GLENLOCHY" (Capt. E. J. STALLARD)

For GLASGOW, ROTTERDAM AND ANTWERP.

This Steamer will be despatched for the above Ports on or about 15th December.

These Vessels have excellent accommodation for a few Steamers. All cabins are Ample and the Steamer fitted with Electric Light and Fans in every cabin.

Attention is particularly directed to the Moderate Rates charged, viz.:

Saloon Passage, Hongkong to London, Glasgow, Antwerp, or Rotterdam, £40.

For freight or passage, apply to

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st October, 1913. [1229]

THE I.G.M. Steamship

"PRINZ EITEL FRIEDRICH,"

Captain C. Mundt, will be despatched from here on WEDNESDAY, the 20th November, and is due to arrive in GENOA on the 23rd December.

This Steamer gives splendid opportunity to reach Home just in time for Xmas. Early Booking Recommended.

For further particulars, please apply to

MELCHERS & Co.,
General Agents, Norddeutscher Lloyd.
Hongkong, 8th October, 1913. [1162]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	INDIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	H. W. Potter, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON, ROTTERDAM & ANTWERP.	DEN OF RUTHVEN	Brit. str.	—	R. Webster	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
LONDON, GLASGOW & ANTWERP.	GLENLOCHY	Brit. str.	—	Karberg	SHEWAN, TOMES & Co.	About 25th inst.
HAYRE, ANTWERP & HAMBURG, &c.	SUREMARK	Ger. str.	k. w.	Cornelissen	HAMBURG-AMERICA LINE	On 5th inst.
HAYRE, BREMEN & HAMBURG, &c.	WESTPHALIA	Ger. str.	k. w.	Charbonnel	MESSEGERIES MARITIMES	On 24th inst.
MARSEILLES via SAIGON, S'PORE, COLOMBO, PORT SAID.	ATLANTIQUE	Frenc. str.	—	Kano Maru	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KANO MARU	Jap. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	On 5th inst., at D'light.
ROTTERDAM & HAMBURG, &c.	BRISAVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINE	On 13th inst.
COPENHAGEN, GOTHENBURG & MALMOE PORTS.	MACEDONIA	Ger. str.	k. w.	Bath	HAMBURG-AMERICA LINE	On 23rd inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	ARABIA	Swed. str.	—	Trizawa	ARTUR NILSSON & Co.	About 15th Jan.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	SHEDDOCK MARU	Jap. str.	—	H. Yamamoto	NIPPON YUSEN KAISHA	To-morrow, at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	KANADA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 15th inst., at 1 p.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	DEN OF AIRLIE	Brit. str.	—	Mason	JARDINE, MATHESON & Co., Ltd.	On 18th inst.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	Laidlay	OSAKA SHOSEN KAISHA	On 27th inst., at 1 p.m.
TRIESTE via SINGAPORE, PENANG, COLOMBO, &c.	SURUGA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 15th inst., at 4 p.m.
BALTIMORE & NEW YORK	CITY OF BARODA	Am. str.	—	—	THE BANK LINE, LTD.	About 15th inst.
BOSTON & NEW YORK	DENBIGH HALL	Am. str.	—	—	THE BANK LINE, LTD.	On 8th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 5th inst., at Noon.
VANCOUVER, SEATTLE & TACOMA & PLYND.	STITHONIA	Ger. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 8th inst., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 27th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSIA	Am. str.	—	—	OSAKA SHOSEN KAISHA	On 5th inst., at Noon.
SAN FRANCISCO via MANILA & JAPAN, &c.	INDRAMAYO	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 5th inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA	ALDENHAM	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	Middle of Nov.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	ANYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst., at 11 a.m.
JAPAN	TAIZO MARU	Duk. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
Kobe & YOKOHAMA	KAGA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	Quick despatch.
Kobe & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	—	MELCHERS & Co.	On 6th inst., at 11 a.m.
Kobe & YOKOHAMA	KUMANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 11th inst.
Kobe & YOKOHAMA	SAIGON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th inst., at 11 a.m.
Kobe & YOKOHAMA	CHONGCHING	Brit. str.	1 m.	—	OSAKA SHOSEN KAISHA	On 12th inst., at 4 p.m.
Kobe & YOKOHAMA	DELAVARA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 11 a.m.
Kobe & YOKOHAMA	COLOMBO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at D'light.
Kobe & YOKOHAMA	TINGSONG	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	To-day.
Kobe & YOKOHAMA	AMAZON	Frenc. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th inst.
Kobe & YOKOHAMA	KWONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at D'light.
Kobe & YOKOHAMA	LUCHOW	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 6th inst.
Kobe & YOKOHAMA	DEYANHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst., at M'night.
Kobe & YOKOHAMA	YINGCHOW	Brit. str.	1 m.	—	ARTUR NILSSON & Co.	On 8th inst.
Kobe & YOKOHAMA	ST. HELENA	Swed. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
Kobe & YOKOHAMA	ARABI	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at D'light.
Kobe & YOKOHAMA	ISERIA	Swed. str.	k. w.	—	HAMBURG-AMERICA LINE	On 14th inst.
Kobe & YOKOHAMA	CANTON	Swed. str.	—	—	ARTUR NILSSON & Co.	On 2nd Dec.
Kobe & YOKOHAMA	CANTON	Swed. str.	—	—	ARTUR NILSSON & Co.	About 14th Dec.
Kobe & YOKOHAMA	YUKUNI	Duk. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
Kobe & YOKOHAMA	SOSHU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst., at 8 a.m.
Kobe & YOKOHAMA	KAIJO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 5th inst., at Noon.
Kobe & YOKOHAMA	DAIJI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 9th inst., at 10 a.m.
Kobe & YOKOHAMA	HAIZAN	Brit. str.	2 h.	—	DOUGLAS, LAPELLE & Co.	To-morrow, at 11 a.m.
Kobe & YOKOHAMA	HAIMUN	Brit. str.	2 h.	—	DOUGLAS, LAPELLE & Co.	On 5th inst., at 11 a.m.
Kobe & YOKOHAMA	HAICHING	Brit. str.	2 h.	—	DOUGLAS, LAPELLE & Co.	On 7th inst., at 11 a.m.
Kobe & YOKOHAMA	HAITANG	Brit. str.	2 h.	—	DOUGLAS, LAPELLE & Co.	On 11th inst., at 11 a.m.
Kobe & YOKOHAMA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 2 p.m.
Kobe & YOKOHAMA	RUJI	Am. str.	—	—	SHEWAN, TOMES & Co.	On 13th inst., at 4 p.m.
Kobe & YOKOHAMA	YUNSHANG	Am. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 2 p.m.
Kobe & YOKOHAMA	ZARISO	Am. str.	—	—	SHEWAN, TOMES & Co.	On 22nd inst., at 4 p.m.
Kobe & YOKOHAMA	YIMANORU	Duk. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
Kobe & YOKOHAMA	INDO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 8th inst., at 4 p.m.
Kobe & YOKOHAMA	INABA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 10th inst.
Kobe & YOKOHAMA	YATSHINO	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
Kobe & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
Kobe & YOKOHAMA	ABAROTU APOAB	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 8th inst.
Kobe & YOKOHAMA	LOVAT	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.

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To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
EMPEROR OF RUSSIA	Leaves 5 Nov.	Leaves 7 Nov.	Leaves 9 Nov.	Leaves 11 Nov.	Leaves 13 Nov.	Arrive 22 Nov.	Leaves 27 Nov.	Arrive 4 Dec.	Leave 10 Oct.	Arrive 17 Oct.	EMPEROR OF INDIA	Leave 22 Oct.	Arrive 5 Nov.	Arrive 6 Nov.	Arrive 8 Nov.	Arrive 10 Nov.	Arrive 13 Nov.
MONTEAGLE	8 Nov.	12 Nov.	Moji 14 Nov.	16 Nov.	19 Nov.	3 Dec.	9 Dec.	16 Dec.	10 Oct.	31 Oct.	EMPEROR OF ASIA	5 Nov.	16 Nov.	17 Nov.	19 Nov.	21 Nov.	24 Nov.
EMPEROR OF INDIA	23 Nov.	25 Nov.	Nagasaki 25 Nov.	27 Nov.	29 Nov.	11 Dec.	18 Dec.	25 Dec.	1 Nov.	14 Nov.	EMPEROR OF JAPAN	19 Nov.	3 Dec.	4 Dec.	6 Dec.	8 Dec.	11 Dec.
EMPEROR OF ASIA	4 Dec.	6 Dec.	8 Dec.	10 Dec.	12 Dec.	21 Dec.	25 Dec.	1 Jan.	21 Nov.	23 Nov.	EMPEROR OF RUSSIA	3 Dec.	14 Dec.	15 Dec.	17 Dec.	19 Dec.	22 Dec.
EMPEROR OF JAPAN	18 Dec.	21 Dec.	23 Dec.	25 Dec.	27 Dec.	8 Jan.	15 Jan.	22 Jan.	—	—	MONTEAGLE	10 Dec.	26 Dec.	29 Dec.	—	3 Jan.	6 Jan.
EMPEROR OF RUSSIA	1 Jan.	3 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.	22 Jan.	29 Jan.	5 Dec.	12 Dec.	EMPEROR OF INDIA	17 Dec.	31 Dec.	1 Jan.	3 Jan.	5 Jan.	8 Jan.

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EMPEROR OF ASIA	—	—	—
EMPEROR OF INDIA	£65	£65	—
EMPEROR OF JAPAN	—	—	—
MONTEAGLE	£43	£43	—

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SHIPPING

ARRIVALS.

ATANKA MARU, Japanese str., 1,696, Noguichi, 1st November—Chingwangtai 25th Oct., Calcutta—General—Nippon
BOHEMIA, Austrian str., 2,265, A. Meerns, 31st October—Singapore 26th Oct., General—Sunder, Wieler & Co.
BOMBAY MARU, Japanese str., 2,299, Tozawa, 1st November—Singapore 26th Oct., General—Nippon
Yusen Kaisha.
CHOTAKA, German str., 1,021, F. Minkwitz, 31st October—Bangkok 23rd October, Rice—Batterfield & Swire.
COMORO MARU, Japanese str., 2,920, U. Kawashima, 2nd November—Singapore 26th October, General—Nippon
Yusen Kaisha.
HAIYAN, British str., 1,267, J. S. Roach, 31st November—Swatow 31st October, General—Douglas, Japraik & Co.
HELEN, German str., 771, Jenson, 31st Oct., 3rd October, General—Jenson & Co.
HSIN CHANG, Chinese str., 1,258, F. C. Hamblin, 2nd November—Chefoo 25th October, General—Chinese.
HUE, French str., 739, A. Cornelissen, 2nd November—Haiphong 31st October, General—A. R. Marly.
JOURNAN, German str., 902, H. Jpland, 31st October—Bangkok 21st October, Rice—Jenson & Co.
KAMO MARU, Japanese str., 1,233, Y. Yamamoto, 1st November—Fuefuki, Amoy and Swatow 31st Oct., General—Osaka Shosen Kaisha.
KUEICHOV, British str., 2nd November—Canton.
KWANGTUNG, Chinese str., 2nd November—Canton.
KWANGTUNG, Chinese str., 1,636, Stewart, 1st November—Shanghai 29th October, General—Chinese.
LANDRAT SCHIFF, German str., 1,019, A. Struve, 1st November—Bangkok 24th October, Rice—Chinese.
MONSIEUR, American str., 8,750, Emery Rice, 1st November—San Francisco 1st October, General—Pacific Mail S. S. Co.
SEANCHON, British str., 3,272, M. T. Larkins, 31st October—Singapore 26th October, General—Chinese.
SUDDA, British str., 2,957, C. E. Irving, 1st November—London 20th September, General—P. & O. S. N. Co.
TSINANG, Norwegian str., 1,400, J. Janssen, 1st November—Moji 26th October, Coa.—Agard, Thorsen & Co.
UNRAI MARU, Japanese str., 2,275, J. Tanaka, 1st November—Yokohama 21st October, Sugar—Mitsui Bussan Kaisha.
YI-LOONG, British str., 1,121, Wrightson, 1st November—Bangkok 18th October, Rice—Chinese.

DEPARTURES.

1st November.
BOHEMIA, Austrian str., for Yokohama.
CHINIA, British str., for Hongkong.
CHINIA, Chinese str., for Shanghai.
KUEICHOV, British str., for Canton.
PEIKIA, Austrian str., for Trieste.
YUENSANG, British str., for Manila.
November 2nd.
BOMBAY MARU, Jap. str., for Shanghai.
BULLMOUTH, British str., for Palembang.
CHENAN, British str., for Shanghai.
DAIJIN MARU, Japanese str., for Tananari.
DAINICHI MARU, Jap. str., for Nagasaki.
FUKU MARU, Jap. str., for Nagasaki.
HAIYAN, British str., for Swatow.
HAIYAN, Norwegian str., for Saigon.
KAGAN, British str., for Chefoo.
KUMCHOW, British str., for Saigon.
NIPPON, Austrian str., for Yokohama.
PHEMANN, British str., for Saigon.
TIBODAS, Dutch str., for Yokohama.
TORILLA, British str., for Shanghai.
WURY, British str., for Shanghai.

SHIPPING REPORTS.

The Chinese str. Kwangtung reports: Fine weather throughout passage.
The British str. Yi-Loong reports: Strong N.E. to E.N.E. wind, high sea. On 24th October, put in at Tourane for bunker coal, left Tourane on 26th October, arrived at Hongkong 1st November; encountered heavy weather after leaving Tourane.

PASSED THE CANAL.

October 3rd—Nankin.
October 10th—Argentina, Somali, Janeta.
October 10th—Tchénachou.
October 15th—Socotra, Africa, Amazone, Suez, Kanaka.
October 17th—Achilles, Belgravia, Benecene, B. F. Ferdinand, Sardinia, Anam, Furt Bulow, Indrakula, Bulow, Indrakula.
October 21st—Bentlarig, Meinam, Seandia.
October 24th—Atsuta Maru, Australian, Calchus, Igo Maru, Prinz Ludwig, Sithonia, Anam, York, Brodval

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 6th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF OCEAN	INDIA Capt. C. C. Talbot, R.N.R.	Noon, 8th Nov.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SUMATRA Capt. H. W. Potter, R.N.R.	About 12th Nov.	Freight and Passage.

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E. A. HEWETT,
Superintendent.

Hongkong, 3rd October, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
WEIHAWEI & TIENSIN	"KUEICHO"	On 4th Nov., 11 A.M.
SHANGHAI	"LUCHOW"	On 6th Nov., 4 P.M.
SHANGHAI & TSINGTAU	"YINGCHOW"	On 8th Nov., 11 A.M.
SHANGHAI	"ANHUI"	On 15th Nov., 4 P.M.

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(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"DALIAN"	Capt. J. S. Bonch	TUESDAY, 4th Nov., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 7th Nov., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 11th Nov., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN"	Capt. J. W. Evans	WEDDAY, 5th Nov., at 11 A.M.
---------------	-------------------------	------------------------------

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong 1st November, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	5th November	On 8th Nov., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

For SHANGHAI, KOBE and YOKOHAMA:	For HAVRE, ANTWERP & HAMBURG:
S.S. ISTERIA	S.S. SUEDEMARK
S.S. ALTHARK	S.S. SUEDEMARK
S.S. SITHONIA	S.S. SUEDEMARK
S.S. SITHONIA	S.S. SUEDEMARK
S.S. SITHONIA	S.S. SUEDEMARK
S.S. SITHONIA	S.S. SUEDEMARK
S.S. SITHONIA	S.S. SUEDEMARK
S.S. SITHONIA	S.S. SUEDEMARK
S.S. SITHONIA	S.S. SUEDEMARK

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd November, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.
Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	WEDDAY, 5th Nov., Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 28th Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.
CHIYO MARU	W. W. Greene	MONDAY, 22nd Dec., at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, YAGASAKI, KOBE, YOKOHAMA and HONOLULU on WEDDAY, the 5th November, at Noon.

SOUTH AMERICA LINE.

In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
ANYO MARU	18,500	WEDDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.
BUYO MARU	10,500	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATE:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through-bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	SATURDAY, 15th Nov., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 27th Nov., at 1 P.M.
"PANAMA MARU"	J. Kano	WEDDAY, 10th Dec., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDDAY, 7th Jan., at 1 P.M.
"CHICAGO MARU"	I. Goto	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

† Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	K. Komiya	SATURDAY, 8th Nov., 4 P.M.
"LUZON MARU"	H. Yamamoto	WEDDAY, 26th Nov., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 P.M.

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

† Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

FOR TAMSUI VIA SWATOW AND AMOY.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

FOR CANTON.

FOR MOJI, KOBE and YOKKAICHI.

FOR LUZON MARU

FOR SAIGON MARU

FOR INDIA MARU

FOR CANADA MARU

FOR TACOMA MARU

FOR PANAMA MARU

FOR SEATTLE MARU

FOR MEXICO MARU

FOR CHICAGO MARU

FOR CANADA MARU

FOR TACOMA MARU

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FOR CANADA MARU

FOR TACOMA MARU

FOR PANAMA MARU

FOR SEATTLE MARU

FOR MEXICO MARU

FOR CHICAGO MARU

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORERS, REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIAGES, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK" [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITABOEM	JAVA	First half of November	JAPAN	First half of November
TJIMANOEK	JAPAN	First half of November	JAVA	First half of November
TJIKINI	JAVA	First half of November	SHANGHAI	First half of November
TJIPANAS	SHANGHAI	First half of November	JAVA	First half of November
TJILATJAP	JAVA	Second half of November	JAPAN	Second half of November
TJIMAH	JAVA	Second half of November	JAVA	Second half of November
TJILWONG	JAVA	Second half of November	SHANGHAI	Second half of November
TJIBODAS	JAVA	First half of December	SHANGHAI	First half of December

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 3rd November, 1913.

Telephone No. 375.

16

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST"	17,000	Wedday, 12th Nov., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"YORCK"	17,000	About Wedday, 12th Nov.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	6,100	Saturday, 29th Nov., at 9 A.M.
KOBE	"PRINZ WALDEMAR"	6,100	About Tuesday, 11th Nov.
JESSELTON, KUDAT and SANDAKAN	"BOERNE"	5,000	Tuesday, 2nd Dec., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 3rd November, 1913.

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON FEBRUARY 3RD.
"PRINZ LUDWIG"	18,300	ON FEBRUARY 3RD.
"GOEBEN"	17,300	ON FEBRUARY 18TH.
"DERFFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
"PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
"YORK"	17,000	ON APRIL 15TH.
"PRINZESS ALICE"	20,300	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

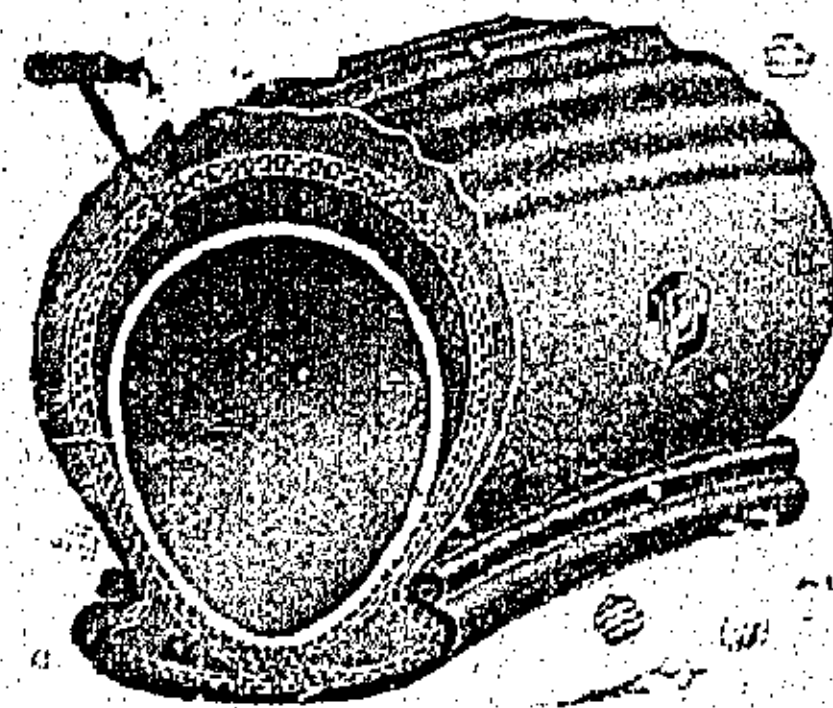
All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELCHERS & Co., GENERAL AGENTS,

PETER UNION



RICKSHAW TYRES

ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 3rd November, 1913.

[44-35]



LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!

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(PURPLE)

\$3.50 only Per Box of 100 Sheets.

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25, WELLINGTON STREET.

WHOLESALE

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 3rd November, 1913.

[44-13]

GRAETZIN WIRE LAMPS

BRIGHT

DURABLE

ECONOMICAL.

EHRICH & GRAETZ, BERLIN.

HUGO C. A. FROMM,

GENERAL AGENT.

Hongkong, 3rd November, 1913.

[44-19]

POST OFFICE NOTICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Christmas Parcel Mail to the United Kingdom and Countries beyond will be closed in this Office at 5 p.m. on the 7th November. This Parcel Mail by the long sea route via Gibraltar is due to reach London on the 13th December. The following Mail of the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded in this Mail with an extra fee of 6 cents, and with this mail are due in London on the 20th December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same coloured wax, and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed, or dotted lines are not admissible. Buttons, Coins and Thimbles cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels be posted early.

* Specially superscribed correspondence only.

FOR	PER	DATE
Hongkong	Paklat	Monday, 3rd, 9.00 A.M.
Swatow and *Bangkok	Drufu	Monday, 3rd, 10.00 A.M.
Paklat and Hongkong	Hanoi	Monday, 3rd, 11.00 A.M.
Batavia	Tamou Maru	Monday, 3rd, 2.00 P.M.
*Batavia, Shanghai and North China	Yatshing	Tuesday, 4th, 10.00 A.M.
Shanghai, North China, Japan via Moji, Victoria, B.C. and Seattle (Wash.)	Shidauku Maru	Tuesday, 4th, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 4th, 10.00 A.M.
Wohaiwei and Tientsin	Kueichow	Tuesday, 4th, 10.00 A.M.
SINGAPORE, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via Marseilles	Printed Matter and Samples	... 10.00 A.M.
Extra Letters 11 to Noon Extra	Registration	10.15 A.M.
Postage 10 cents	Registration with late fee of 10 cents up to 10.45 A.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Registration Kowloon	10.45 A.M.
	Letters	11.00 A.M.
*Swatow, Shanghai and North China	Tingsang	Tuesday, 4th, 5.00 P.M.
Straits and Ceylon	Kano Maru	Tuesday, 4th, 5.00 P.M.
PAKISTAN ISLANDS, *JAPAN via Fukuoka, *HONGKONG, *CANADA, *UNITED STATES and *SOUTH AMERICA, via *SAN FRANCISCO	Nippon Maru	Wednesday, 5th, 9.30 A.M.
Swatow	Haiman	Wednesday, 5th, 10.00 A.M.
Swatow, Amoy and Foochow	Kato Maru	Wednesday, 5th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of Russia	Registration 10.00 A.M.
	Letters	10.30 A.M.
Shanghai and North China	Kwongnan	Wednesday, 5th, 5.00 P.M.
Batavia, Samarang, Sourabaya and Macassar	Tjimanoh	Thursday, 6th, 11.00 A.M.
Shanghai and North China	Luckoo	Thursday, 6th, 3.00 P.M.
*Tientsin	Chongshing	Thursday, 6th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 7th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Attenham	Saturday, 8th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Monteagle	Registration 9.45 A.M.
	Letters	10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT, and EUROPE via BRINDISI	Printed Matter and Samples	... 10.00 A.M.
Extra Letters 11.00 to Noon, Extra Postage 10 cents	Registration	10.15 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)	Registration with late fee of 10 cents up to 11.00 A.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Registration Kowloon	11.00 A.M.
The Parcel mail will be closed on Friday, 7th inst., at 5 p.m.	Letters	11.00 A.M.
Philippine Islands	Loongang	Saturday, 8th, 1.00 P.M.
Shanghai and North China	Yingchow	Saturday, 8th, 5.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

November 1st.

ON LONDON—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	1/11 1/2
Bank Bills, at 4 months sight	1/11 1/2
Credits, at 4 months sight	1/11 1/2
Documentary Bills 4 months sight	1/11 1/2
ON PARIS—	
Bank Bills, on demand	250
Credits, at 4 months sight	255
ON GERMANY—	
On demand	202 1/2
ON NEW YORK—	
Bank Bills, on demand	48
Credits, at 60 days sight	49
ON HONGKONG—	
Telegraphic Transfer	147
Bank, on demand	147 1/2
ON CALCUTTA—	
Telegraphic Transfer	147
Bank, on demand	147 1/2
ON SHANGHAI—	
Bank, at sight	73
Private, 30 days sight	73 1/2
ON YOKOHAMA—	
On demand—Fees	97
ON MANILA—	
On demand	84 1/2
ON BANGKOK—	
On demand	119 1/2
ON HAIKOW—	
On demand	1 1/2
ON SAIGON—	
On demand	78
ON BANGKOK—	
On demand	78
SOVEREIGNS, Bank's Buying Rate	\$10.05
GOLD LEAF, 100 fine, per tael	\$53.10
BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces, \$3.18 discount.
Chinese	10 " " " " " " " "
Hongkong	20 " " " " " " " "
Hongkong	10 " " " " " " " "

MAILS VIA SIBERIA.

October 17th. November 1st.

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY,
is the oldest and still immeasurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
Terms for Advertising (Translation free) can
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Central, Hongkong, 131, Fleet Street, London,
or from the different Agents.
Documents translated from or into Classical
or Colloquial Chinese.

SHARE LIST—QUOTATIONS.

HONGKONG, 31ST OCTOBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA TIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$1790, sales	5 1/2 p.c.	
China Bank Corporation, Limited	60,000	\$12 all	\$91, buyers	8 1/2 p.c.	
China Light and Power Company, Ltd.	50,000	\$5 all	\$4, sellers		
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$9, sellers	7 1/2 p.c.	
COTTON MILLS.—					
Two Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50 all	Tls. 147 1/2		
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$9, buyers	5 p.c.	
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$27, buyers		
DOCK AND WHARVES.—					
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$85, buyers	5 p.c.	
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50 all	\$77 1/2	3 p.c.	
New Amoy Dock Co., Limited	10,000	\$6 1/2 all	\$8 1/2	7 1/2 p.c.	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 56, sellers		
Shanghai and Hongkong Wharf Co., Ltd.	26,000	Tls. 115 all	\$71, sel. \$71.10		
Green Island Cement Co., Limited	400,000	\$10 all	\$125, buyers	4 p.c.	
Hongkong Electric Co., Limited	60,000	\$10 all	\$125		
Hongkong Hotel Company, Limited	12,000	\$50 all	\$25, sellers	5 p.c.	
Manila Metropolitan Hotel, Limited	35,000	\$25 all	\$25, sellers		
Hongkong Ice Company, Limited	60,000	\$10 all	\$150, buyers	5 1/2 p.c.	
Hongkong Rope Manufacturing Co., Ltd.	15,000	\$10 all	\$23, sellers	9 1/2 p.c.	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10		
Hongkong Tramway Co., Ltd.	325,000	5/- all	9/-, sellers		
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250 all	\$345, sellers	6 p.c.	
China Fire Insurance Co., Limited	20,000	\$100 all	\$155, buyers	6 1/2 p.c.	
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 all	\$350, sellers	7 1/2 p.c.	
North China Insurance Co., Limited	10,000	\$15 all	\$15, buyers	6 1/2 p.c.	
Union Insurance Society, Limited	12,400	\$250 all	\$800, buyers		
Yangtze Insurance Association, Ltd.	12,000	\$100 all	\$192 1/2, @ Ex 7 1/2		
LANDS AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100 all	\$110, buyers	6 1/2 p.c.	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100 all	\$200		
Hongkong Land and Building Co., Ltd.	150,000	\$10 all	\$9, buyers	5 1/2 p.c.	
Kowloon Land and Building Co., Ltd.	6,000	\$50 all	\$345, buyers	7 p.c.	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 89		
West Point Building Co., Limited	12,500	\$50 all	\$72, sellers	5 1/2 p.c.	
Matsushita & Co., Ltd. (Mitsubishi)	25,000	Gds. 10 all	Tls. 35, buyers		
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	30/-		
Heaswood Tin and Rubber Estate, Ltd.	824,000	2/- all	2/6		
Rail Australian Gold Mining Co., Ltd.	200,000	\$1 all	\$3 1/2, buyers		
Tromps Mines, Limited	150,000	\$10 all	\$47, sellers	7 1/2 p.c.	
Peak Tramways Co., Limited	25,000	\$10 all	\$101, sales		
Philippine Co., Limited	50,000	\$10 all	\$80.90		
Pulpes et Papeteries du Tonkin Societe des	15,200	\$50 all	\$20, sellers		
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100 all	\$27, sellers	3 p.c.	
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$35, sellers		
STEAMSHIP COMPANIES.—					
China and Malacca Steamship Co., Ltd.	30,000	\$25 all	\$71, buyers	5 p.c.	
Douglas Steamship Co., Limited	20,000	\$50 all	\$23 1/2, buyers	7 1/2 p.c.	
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15 all	\$38, (L'don		
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25 all	sales \$28 10/-		
Shell Transport & Trading Co., Ltd.	2,500,000	\$10 all	\$53, buyers	5 p.c.	
South China Morning Post, Limited	30,000	\$10 all	\$22, sellers	3 1/2 p.c.	
Steam Navigation Company, Limited	20,000	\$5 all	\$5 1/2		
STRENGTH AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10 all	\$25		
Powell, Wm., Limited	15,000	\$7 all	\$9 1/2, sellers	4 p.c.	
Watson & Co., A. S., Limited	90,000	\$10 all	\$7 1/2		
Union Waterboat Co., Limited	50,000	\$10 all	\$17 1/2, buyers	5 1/2 p.c.	
Para Rubber in London				3 1/2 per lb.	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7% p. annum	Par.

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TELEPHONE No. 135.

TO-NIGHT
9.15 p.m.—Harrison's Circus at Causeway Bay.

TO-MORROW
9.15 p.m.—Concert by Dora von Mollendorff at the St. Andrew's Hall.

FORTHCOMING EVENTS.
Wednesday, 5th Nov.—
2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.

Friday, 7th Nov.—
5.30 p.m.—Hongkong Cricket Club Extraordinary General Meeting in the Pavilion.

Saturday, 8th Nov.—
2.30 p.m.—Auction of a Private Collection of Old China, etc., at Sales Rooms, by Mr. Geo. P. Lammert.

Monday, 10th Nov.—
5.30 p.m.—Christian Science at the Theatre Royal.
9.15 p.m.—The Court Cards at the Theatre Royal.

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